

that every field is as large as the biggest of our arable farms in Scotland. The stables, which can accommodate 64 horses, have a coating of three feet of turf outside and a turf roof—rather primitive-looking buildings in our estimation, but we are told they are very warm and comfortable.

(From the *Dundee Weekly News of March 10.*)

Brandon to Montreal.

Mr Taylor, Raesmill, Arbroath, reports:—

After leaving Brandon we took train for Napinka, and from there through the fine wheat-growing districts of Southern Manitoba, landing in Winnipeg on the 15th of August. We had now come to the last stage of our journey, as our route now lay between Winnipeg and Montreal, a distance of 1424 miles. Between Winnipeg and Rat Portage, a distance of 130 miles, the country still assumes the unmistakable prairie features, which are nowhere more prominent than around Winnipeg itself. As we proceed we gradually enter upon a "hard" country, the railway passing through scenery of the wildest description. As we reach Fort William we get our first sight of the great Lake Superior. Fort William was formerly a Hudson Bay Company's post, the fur house of the old fort now being used as an engine-house for the great coal docks, and some of the largest grain elevators in the world overshadow all. Along the northern shores of Lake Superior the line runs through a wild, picturesque

region of forests, lakes, streams, and rocky ridges. Nepigon is one of the grandest parts of this great trans-continental route, lying as it does amongst the abrupt headlands of the great lake, traversing deep outtings in the rocks, creeping at one moment along the open pebbly beach, to disappear the next instant with a terrible roar into a tunnel hewn out of the solid rock, and emerging again only to pass over a trestle bridge the mere height of which makes one feel almost giddy. At Sudbury, where we stop for half-an-hour, are the most extensive copper and nickel deposits in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Little villages around sawmills continue to occur, and newly-made farms are not infrequent. We are told there is plenty of good land near by, but the railway here, as in many other places in regions such as we are now traversing, follows the streams and the "breaks" in the country. And the best of it is not to be seen from the car windows. The lands belong to the province of Ontario, and are open to settlers in lots of 80 acres without price, but timber cutting as yet seems to be the principal industry. As we near Montreal the country loses its "hard" character, and the valley is divided into narrow well-tilled French farms, mostly devoted to dairy produce and the growing of apples, as we saw some fine orchards with crops of apples that were really extraordinary.